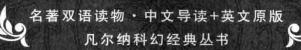
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The Underground Eity

## 神奇的地下之城

[法]儒勒·凡尔纳著王勋纪飞等编译



The Underground City

# 神奇的地下之城

[法] 儒勒·凡尔纳 著 王勋 纪飞 等 编译

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清华大学出版社

#### 内容简介

《神奇的地下之城》是世界上最伟大的科幻小说之一。故事发生在地下 1500 英尺一个天然形成的巨大的煤矿里,它其实就是一个城市,人们在这里工作、生活、娱乐。福特一家经过十年的不懈努力,终于奇迹般地找到了一个巨大的矿藏,而神秘、传奇的故事也就此开始。飘摇的鬼火、诡秘的古堡、诅咒的灯塔夫人,让平静的地下之城成了传说中的鬼城,神秘的故事也随着秘密的破解而展开,情节跌宕起伏。故事结尾真相大白,地下之城也恢复了昔日的繁荣。该书至今已被译成世界上几十种文字,先后多次被改编成电影。

书中所展现的神奇故事伴随了一代又一代人的美丽童年、少年直至成年。无论作为语言学习的课本,还是作为通俗的文学读本,本书对当代中国的青少年都将产生积极的影响。小说还详尽地介绍了煤的形成、煤矿的结构和生产过程,是青少年的良好知识读本。为了使读者能够了解英文故事概况,进而提高阅读速度和阅读水平,在每章的开始部分增加了中文导读。同时为了读者更好地理解故事内容,书中加入了大量的插图。

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儒勒·凡尔纳(Jules Verne, 1828—1905),法国著名作家,现代科幻小说的奠基人,被誉为"世界科幻小说之父"。他一生共创作了六十多部充满神奇与浪漫的科幻小说,这些小说被译成世界上几十种文字,并无数次被搬上银幕,在世界上广为流传。

1828年2月8日,凡尔纳出生在法国西部海港南特。他自幼热爱海洋,向往远航探险。他的父亲是一位事业成功的律师,并希望凡尔纳日后也以律师作为职业。18岁时,他遵从父训到巴黎攻读法律。可是他对法律毫无兴趣,却爱上了文学和戏剧。1863年,他发表了第一部科幻小说《气球上的五星期》,之后又出版了使他获得巨大声誉的科幻小说三部曲:《格兰特船长的儿女》、《海底两万里》和《神秘岛》。凡尔纳的科幻小说是真实性与大胆幻想的结合:奇幻的故事情节、鲜明的人物形象、丰富而奇妙的想象、浓郁的浪漫主义风格和生活情趣,使之产生了巨大的艺术魅力,赢得了全世界各国读者,特别是青少年读者的喜爱。他的作品中所表现的自然科学方面的许多预言和假设,在他去世之后得以印证和实现,至今仍然启发着人们的想象力和创造力。

凡尔纳的科幻小说有两大特点。第一,他的作品是丰富的幻想和科学知识的结合。虽然凡尔纳笔下的幻想极为奇特、大胆,但其中有着坚实的科学基础,这些作品既是科学精神的幻想曲,也是富有幻想色彩的科学预言,他的许多科幻猜想最后变成了现实。例如,他不仅在小说《从地球到月球》中用大炮将探月飞行器送上太空,甚至还将发射场安排在了美国佛罗里达州,这正是"阿波罗登月计划"的发射场;他在小说《海底两万里》中虚构了"鹦鹉螺号"潜水艇,在该小说出版 10 年后,第一艘真正的潜水艇才下水;在《征服者罗比尔》中有一个类似直升飞机的飞行器,数十年后人类才将这一设想变成了现实。此外,他的小说中还出现了电视、霓虹灯、导弹、坦克和太空飞船等科学技术应用概念,而这些后来都变成了



现实。第二,他的作品中的主人公是一些鲜明、生动而富有进取心和正义感的人物,他们或是地理发现者、探险家、科学家、发明家,他们具有超人的智慧、坚强的毅力和执着不懈的精神;或是反对民族歧视、民族压迫的战士,反对社会不公的抗争者,追求自由的旅行家,在他们身上具有反压迫、反强权、反传统的战斗精神,他们热爱自由、热爱平等,维护人的尊严。凡尔纳所塑造的这些人物形象,他们远大的理想、坚强的性格、优秀的品质和高尚的情操已赢得了亿万读者的喜爱和尊敬,并一直成为人们向往的偶像和学习的榜样。

1900年,儒勒·凡尔纳的第一部中译本小说《八十天周游地球》被介绍给中国的读者,直至新中国成立之前,陆续又有梁启超、鲁迅等文化名人将凡尔纳的作品翻译出版。20世纪50年代后期,凡尔纳的科幻小说又开始为国内翻译界和出版界所关注。20世纪80年代,凡尔纳的作品再次受到读者的青睐,国内许多出版社相继翻译出版了凡尔纳的科幻小说,一时形成了"凡尔纳热"。时至今日,凡尔纳的科幻小说仍然显示出旺盛的生命力。基于以上原因,我们决定编译凡尔纳科幻小说中经典作品,并采用中文导读英文版的形式出版。在中文导读中,我们尽力使其贴近原作的精髓,也尽可能保留原作的风格。我们希望能够编出为当代中国读者所喜爱的经典读本。读者在阅读英文故事之前,可以先阅读中文导读,这样有利于了解故事背景,从而加快阅读速度。同时,为了读者更好地理解故事内容,书中加入了大量插图。我们相信,这些经典著作的引进对加强当代中国读者,特别是青少年读者的科学素养和人文修养是非常有帮助的。

本书是中文导读英文名著系列丛书中的一种,编写本系列丛书的另一个主要目的就是为准备参加英语国家留学考试的学生提供学习素材。对于留学考试,无论是 SSAT、SAT,还是 TOEFL、GRE,要取得好的成绩,就必须了解西方的社会、历史、文化、生活等方面的背景知识,而阅读西方原版名著是了解这些知识最重要的手段之一。

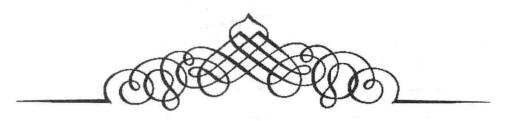
作为专门从事英语考试培训、留学规划和留学申请指导的教育机构,啄木鸟教育支持编写的这套中文导读英文原版名著系列图书,可以使读者在欣赏世界原版名著的同时,了解西方的历史、文化、传统、价值观等,并提高英语阅读速度、阅读水平和写作能力,从而在 TOEFL、雅思、SSAT、SAT、GRE、GMAT 等考试中取得好的成绩,进而帮助读者成功申请到更好的国外学校。

本书中文导读内容由王勋编写。参加本书故事素材搜集整理及编译工



作的还有纪飞、赵雪、刘乃亚、蔡红昌、陈起永、熊红华、熊建国、程来 川、徐平国、龚桂平、付泽新、熊志勇、胡贝贝、李军、宋亭、张灵羚、 张玉瑶、付建平等。限于我们的科学、人文素养和英语水平,书中难免会 有不当之处,衷心希望读者朋友批评指正。

> 啄木鸟教育(www.zmnedu.com) 2014年6月



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### 第一章 自相矛盾的信件

#### Chapter 1 Contradictory Letters



一天,詹姆斯·史塔尔工程师收到认识多年的前任工头西蒙·福特的信,让他次日到阿帕福伊尔煤矿多查特煤仓的耶鲁矿井,届时会告诉他一件他感兴趣的事。西蒙·福特的儿子哈利·福特将在码头等詹姆斯,并请他对邀请保密。

今年五十五岁的詹姆斯·史塔尔看上去只有四十岁左右,他的业绩为同业工会带来了荣誉。他是苏格兰考古学家协会的主席,经常在《爱丁堡印象》杂志发表署名文章,他还是一位实践家。

英国人给他们那辽阔的煤田起名为"黑印度",

这些煤田曾为英国创造了惊人的财富,并为王国做出了巨大的贡献。现在一些煤矿已经报废,阿帕福伊尔煤矿就是其中之一。十年前,这个矿报废后,人们拆除了所有设备,只留下一个长长的木梯能够下到耶鲁井里。

当年,詹姆斯·史塔尔和几千名矿工告别。当人群离开之后,工头西蒙·福特还留在那里,旁边站着他的儿子——一个十五岁的小伙子。

十年后,詹姆斯·史塔尔收到了西蒙·福特的信,邀请他立刻回到阿帕福伊尔煤矿。信上提到的那件使他感兴趣的事是什么呢?他猜不出来,是老头又发现了新矿脉?他想不会的。詹姆斯·史塔尔决定接受这个邀请。

但在接近晚上六点时,第三次邮班又送来了一封信。信纸是从笔记本上撕下来的,纸已发黄,并且没有署名。只是告诉工程师去也没用,西蒙·福特的信已经失去了目标。



自相矛盾的信件



"To Mr. J. R. Starr, Engineer, 30 Canongate, Edinburgh.

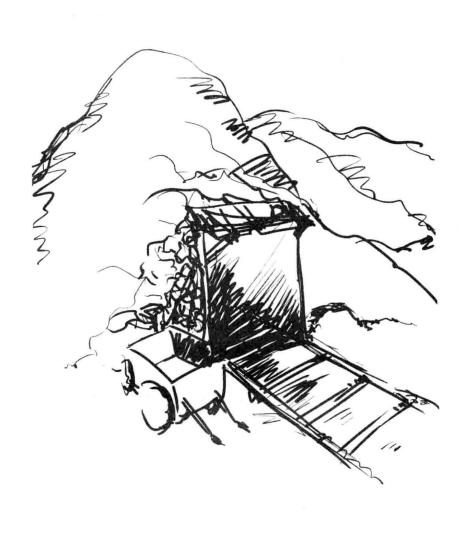
"If Mr. James Starr will come tomorrow to the Aberfoyle coal-mines, Dochart pit, Yarrow shaft, a communication of an interesting nature will be made to him.

"Mr. James Starr will be awaited for, the whole day, at the Callander station, by Harry Ford, son of the old overman Simon Ford.

"He is requested to keep this invitation secret."

Such was the letter which James Starr received by the first post, on the 3rd December, 18-, the letter bearing the Aberfoyle postmark, county of Stirling, Scotland.

The engineer's curiosity was excited to the highest pitch. It never occurred to him to doubt whether this letter might not be a hoax. For many years he had known Simon Ford, one of the former foremen of the Aberfoyle mines, of which he, James Starr, had for twenty years, been the manager, or, as he would termed in English coal-mines, the viewer. James strongly-constituted-man, on whom his fifty-five years weighed no more heavily than if they had been forty. He belonged to an old Edinburgh family, and was one of its most distinguished members. His labors did credit to the body of engineers who are gradually devouring the carboniferous subsoil of the United Kingdom, as much at Cardiff and Newcastle, as in the southern counties of Scotland. However, it was more particularly in the depths of the mysterious mines of Aberfoyle, which border on the Alloa mines and occupy part of the county of Stirling, that the name of Starr had acquired the greatest renown. There, the greater part of his existence had been passed. Besides this, James Starr belonged to the Scottish Antiquarian Society, of which he had been made president. He was also included amongst the most active members of the Royal Institution; and the 《Edinburgh Review》 frequently published clever articles signed by him. He was in fact one of those practical men to whom is due the prosperity of England. He held a high rank in the old capital of Scotland, which not only from a physical but also from a moral point of view, well deserves the name of the Northern Athens.



阿帕福伊尔媒矿



We know that the English have given to their vast extent of coal-mines a very significant name. They very justly call them the "Black Indies," and these Indies have contributed perhaps even more than the Eastern Indies to swell the surprising wealth of the United Kingdom.

At this period, the limit of time assigned by professional men for the exhaustion of coalmines was far distant and there was no dread of scarcity. There were still extensive mines to be worked in the two Americas. The manu-factories, appropriated to so many different uses, locomotives, steamers, gas works, &c., were not likely to fail for want of the mineral fuel; but the consumption had so increased during the last few years, that certain beds had been exhausted even to their smallest veins. Now deserted, these mines perforated the ground with their useless shafts and forsaken galleries. This was exactly the case with the pits of Aberfoyle.

Ten years before, the last butty had raised the last ton of coal from this colliery. The underground working stock, traction engines, trucks which run on rails along the galleries, subterranean tramways, frames to support the shaft, pipes – in short, all that constituted the machinery of a mine had been brought up from its depths. The exhausted mine was like the body of a huge fantastically-shaped mastodon, from which all the organs of life have been taken, and only the skeleton remains.

Nothing was left but long wooden ladders, down the Yarrow shaft-the only one which now gave access to the lower galleries of the Dochart pit. Above ground, the sheds, formerly sheltering the outside works, still marked the spot where the shaft of that pit had been sunk, it being now abandoned, as were the other pits, of which the whole constituted the mines of Aberfoyle.

It was a sad day, when for the last time the workmen quitted the mine, in which they had lived for so many years. The engineer, James Starr, had collected the hundreds of workmen which composed the active and courageous population of the mine. Overmen, brakemen, putters, wastemen, barrowmen, masons, smiths, carpenters, outside and inside laborers, women, children, and old men, all were collected in the great yard of the Dochart pit, formerly heaped with coal from the mine.

Many of these families had existed for generations in the mine of old

Aberfoyle; they were now driven to seek the means of subsistence elsewhere, and they waited sadly to bid farewell to the engineer.

James Starr stood upright, at the door of the vast shed in which he had for so many years superintended the powerful machines of the shaft. Simon Ford, the foreman of the Dochart pit, then fifty-five years of age, and other managers and overseers, surrounded him. James Starr took off his hat. The miners, cap in hand, kept a profound silence. This farewell scene was of a touching character, not wanting in grandeur.

"My friends," said the engineer, "the time has come for us to separate. The Aberfoyle mines, which for so many years have united us in a common work, are now exhausted. All our researches have not led to the discovery of a new vein, and the last block of coal has just been extracted from the Dochart pit." And in confirmation of his words, James Starr pointed to a lump of coal which had been kept at the bottom of a basket.

"This piece of coal, my friends," resumed James Starr, "is like the last drop of blood which has flowed through the veins of the mine! We shall keep it, as the first fragment of coal is kept, which was extracted a hundred and fifty years ago from the bearings of Aberfoyle. Between these two pieces, how many generations of workmen have succeeded each other in our pits! Now, it is over! The last words which your engineer will address to you are a farewell. You have lived in this mine, which your hands have emptied. The work has been hard, but not without profit for you. Our great family must disperse, and it is not probable that the future will ever again unite the scattered members. But do not forget that we have lived together for a long time, and that it will be the duty of the miners of Aberfoyle to help each other. Your old masters will not forget you either.

When men have worked together, they must never be stranger to each other again.

We shall keep our eye on you, and wherever you go, our recommendations shall follow you. Farewell then, my friends, and may Heaven be with you!"

So saying, James Starr wrung the horny hand of the oldest miner, whose eyes were dim with tears. Then the overmen of the different pits came forward to shake hands with him, whilst the miners waved their caps, shouting,